



WASHINGTON, SUNDAY MORNING, APRIL 18, 1897.

A Special Treat For Tender Feet!

We put on sale this week the following lines of shoes that are specially designed for those afflicted with tender, aching feet. No need to pay fabulous prices to obtain comfort—no necessity to sacrifice your feet with broad, unsightly shoes when you can buy shoes that will fit your feet neatly and snugly, and will be as soft as silk from the start.

\$2.50 a Pair.

For Ladies' Shoes—the equals of any former \$4 shoes.

Every pair of these has leather soles, hand-sewed, turned soles, and they are all made of the finest black kid, black and white kid, black and white calf, and black and white calf. They are all made of the finest black kid, black and white kid, black and white calf, and black and white calf. They are all made of the finest black kid, black and white kid, black and white calf, and black and white calf.

\$3.00 a Pair.

For Men's Shoes that have never been surpassed by any \$4 shoes.

These shoes are all made of the finest black kid, black and white kid, black and white calf, and black and white calf. They are all made of the finest black kid, black and white kid, black and white calf, and black and white calf. They are all made of the finest black kid, black and white kid, black and white calf, and black and white calf.

Cycle Footwear.

These are acknowledged the most correct and best-looking bicycle shoes in town.

Ladies' Cycle Boots.
16 inches high,
nubly and durable—
\$2, \$2.50 and \$3.

Cycle Leggings.
All colors, of Canvas,
Tweed or Jersey—
25c, 37c, 50c & 75c.

Men's and Boys' Cycle Shoes—
Tan or black—
\$1.25 to \$2.50.

Wm. Hahn & Co.'s

Reliable Shoe Houses. 930 and 932 7th St. N. W. 1914 and 1916 Pa. Ave. N. W. 233 Pa. Ave. S. E.

Eisenmann's Special Announcement of Monday's Great Bargains. Special Drives in Wrappers.

New lot of those elegant Percale Wrappers, full skirts, and lined to waist. Endless variety of patterns—superior to any \$1 wrapper ever shown.

Monday, only

59c.

Another line of French Percale Wrappers, with plain-colored, solid colors, a very stylish garment, must be seen to be appreciated. real value \$1.25. Monday only 59c. 50 included silk capes for \$2.98 50 included silk capes for \$2.98 50 included silk capes for \$2.98 50 included silk capes for \$2.98

Special Sale of Housefurnishings and Dry Goods.

500 Pillow Cases, 45 by 90; made of good quality Muslin; real value 12c; for one day only 53c.

53c.

No more than 3 to one customer. 200 Pillow Cases, made of best muslin, worth 20c, for 12c. 100 large size Sheets, worth 40c, for 29c. 250 Extra size Sheets, worth 50c, for 39c. 200 Sheets, made of best Utica Cotton, worth 45c, for 48c. 100 dozen Towels, size 20x40, worth 10c, for 9c. 50 dozen Pure Linen Towels, worth 15c, for 14c. 1000 Towel Shades, with Patent Rollers, usually sold at 19c, for one day only—12c.

10c.

500 Best quality Opaque Window Shades, sold everywhere at 29c, for one day only 19c. 2,000 yards of fine French Zigzag Ginghams, the regular 15c, quality, for 8c. 3d. 100 pieces of handsome, figured Organdies, 34 inches wide; regular price 12 1/2c, for Monday only 53c.

53c.

150 pieces of yard-wide French Percales, all the newest designs, worth 12 1/2c. Special 7 1/2c.

7 1/2c.

Great Specials in Silks.

One lot of plain colored China Silks; sold elsewhere for 25c. Our price for Monday only 12c.

12c.

Handsome line of those 24-inch figured India Silks; the very latest designs, in all new colors; regular price 40c. Special 25c.

25c.

New arrival of 50 pieces of Novelty Silks; most beautiful patterns; cheap at 39c. Special 25c.

25c.

Skirt Bargains.

Handsome line of Brilliantine Skirts, extra wide, lined and interlined. Worth \$1.50. Special 99c.

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200 pieces of those 24-inch figured India Silks; the very latest designs, in all new colors; regular price 40c. Special 25c.

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THE ARCHITECTS' PROTEST

Too Many Army Engineers Employed on Public Works.

HOW IT IS IN OTHER COUNTRIES

Little Chance for the Trained Architect on Government Buildings if the Military Engineer is to be Taken From His Regular Duty and Set to Work as a Builder.

In days gone by the Military Academy at West Point and the Naval Academy at Annapolis, were the only two schools in America where pupils were required in the study of engineering. The graduates of these two institutions together with a few straggling foreign engineers were, in those days, the only persons competent and capable of performing the duties required in the execution of public works.

This condition of things obviously necessitated the employment of military engineers. But with the growth of the country, and through its marvelous development the facilities for education, especially in the higher branches, steadily increased, until now we can boast of superior polytechnic schools and scientific academies all over the country. They vie with each other in perfection and extent, and obviously have produced corresponding results. The progress made in the last few decades is very gratifying, and augurs well for the future. Great bridges over rivers and gorges have been constructed, gigantic water works—ingeniously devised—vast railroads, canals and jetties built, great mines opened and steamships constructed, which are the envy of the world.

In one word, astounding progress has been made, and the world forced to the conclusion that we have outgrown our infancy in the science of engineering. By the erection of monster structures in our large cities; by the magnificence of some of our churches, school edifices, theaters, grand halls for musical and other purposes, and by the astonishing results achieved at the World's Fair in Chicago, we have also, very prominently, entered the arena with our brother architects in all countries.

But in striking contrast with this advancement in the execution and want of appreciation on the part of the powers that be, as evidenced by their inactivity and sluggishness in matters which deeply concern these professions, whereby they check the progress of art and science instead of encouraging and assisting them.

It is no hardship to the Army engineer to limit his field of action to duties of a strictly military nature, for which he has been especially educated at the expense of the nation, but it is a great injustice to his civilian brother to discriminate against him, and not even give him the chance to compete in great government works with the Army engineers, and let merit decide.

The Academy at West Point does not pretend as its curriculum shows to educate its graduates to enter the domain of engineering, nor does it intend to teach them architecture, technically or academically. They are taught to be soldiers, artillerymen, cavalrymen and masters of ordnance. The science of engineering, other than what is purely military in character, receiving the time and attention given to it in polytechnic schools and academies, like the Massachusetts Institute of Technology, in Boston, and others where civil engineering, with all its branches, is exclusively considered, and where architecture is thoroughly studied, academically and scientifically. The graduate of West Point is taught to be an Army officer; he is not taught to be a civil engineer, and much less to be an architect.

According to the "Statistical Year Book" for 1894—a conclusive authority—France, with an army of 520,166 men and officers, had 418 engineers; Germany, with an army of 511,885, 588 engineers; Austria-Hungary, with an army of 316,942, 652 engineers; Russia, with an army of 750,000, 705 engineers; while the United States, with her microscopic army of 25,000, has yet 113 of these industrious individuals. The following table is most instructive:

Army Eng. Propr. Italy 1894 418 520,166 1 to 1,244 to 1

Germany 511,885 588 871 to 1

Russia 750,000 705 1,066 to 1

France 520,166 418 1,244 to 1

United States 25,000 113 221 to 1

What is the cause of this amazing difference in the number of engineers thought necessary to do the work of the great building powers of Europe? There is a very limited amount of military engineering going on in this country, and a large proportion of that is under the jurisdiction of the Quartermaster General's Department.

We build no forts; we undertake no great military works; we have no purely military work is concerned, the operations going on at Sandy Hook and in connection with the defenses of others of our seaboard cities constitute it all. Then why is the Army engineer so numerous? Because the occupation is found for him in the prosecution of our great river and harbor improvements, and in the construction of our public buildings. In this latter work he is untroubled, and yet he first displaces and afterward subordinates the architect.

The rules which govern these organizations were submitted to the conference and were taken by the delegates from Union No. 1 and Assembly 1748, Knights of Labor, back to their respective bodies for acceptance or rejection. These bodies will consider the matter at the meetings during the coming week, when formal action will be taken.

There is a strong sentiment for local cooperation among the members of the trade, and an adjustment of all differences is confidently looked for.

Marriage Licenses Issued.

Marriage licenses were issued yesterday as follows:

John P. McKenna and May C. Peegan, Fred H. Pearson, of Pittsburgh, and Carrie B. East.

Charles S. Pettis and Katherine M. Winslow.

John Rhine and Florence May.

Charles H. Randall and Mattie Jones.

Charles O. Sawbelle, Jr., U. S. A., and Mary E. Blackford.

Melvin H. Sykes and Rose E. Neil, both of Wheeling, W. Va.

Maurice P. Finley and Mattie A. Trammell, of Great Falls.

PEARY'S EXPLORATION PLAN

The Method Whereby He Hopes to Reach the Pole.

A PRELIMINARY EXPEDITION

He Proposes to Establish a Colony of Eskimos at the Farthest Point North That a Vessel Can Reach and Use It as a Base of Supplies.

New York, April 16.—Arctic Explorer Robert C. Peary, of the United States Navy, who is now stationed at the Brooklyn navy yard, gave today the outline of his proposed polar expedition.

"As a result of my appearance before the American Geographical Society this winter it has induced my plans for reaching the North Pole. The money is now assured, and the greatest difficulty in the way of the success of the expedition is obtained. In my original plan before the society I said that I proposed to keep at the work for ten years, but there is no doubt but that the work can be done in four or five years, and if the conditions are favorable, possibly in two.

"The main object of the expedition is, of course, to reach the pole. It is possible today to say that my plan of reaching the pole is not only the best way, but under existing conditions, it is the only way. The result of the explorations of Nansen and Jackson have shown this and the Siberian all-sea route as well as the Franz Josef Land route, are both impracticable.

"According to my plan, there should be a preliminary expedition this summer to reach the Eskimos, and to engage some six or ten families who will be used in starting the colony at the farthest possible point north that can be reached by vessel. This would be used as a base of supplies. The work of this first expedition would consist simply of hiring these and facilitating the work. The following year the expedition could sail north and establish the colony, which would be supplied with the necessary food for a long time, as provisions are very scarce there.

"As the colony is established the entire attention of both Eskimos and Americans can be employed in expeditions north. The ship would first force a way through Robeson channel, after leaving Whale Sound, and land at Enderby Sound, and establish a colony, and send the ship back. As soon as the supplies had been advanced the first stage, the party itself would be moved forward, leaving a cache behind.

"Should the ship be unsuccessful in the passage of Robeson channel, the first year the party would land at Hayter Sound and leave the first year to explorations of that unknown region. Retreat from the colony would always be practicable across the inland ice, to Whale Sound.

"The points in favor of this plan are: First, the utilization of the Eskimos, the people best fitted in the world for that particular kind of work. Second, land for a base. The party landed into the icy waste from the northern archipelago would have some definite, fixed point to which to return, rather than a ship drifting with the drifting ice. Third, a practicable and already utilized route for a retreat independent of the ship or outside assistance."

CIVIL SERVICE LAW DEFINED.

Mr. Grosvenor's Bill Limiting Its Application to the Clerical Force.

Representative Grosvenor, of Ohio, has introduced a bill in the House defining the scope of the civil service law. It was introduced to be strictly limited to the clerical force of the Government, and has no application to many of the bureaus where it is now in force, notably the Government Printing Office and Bureau of Engraving and Printing. The bill requires all persons who have been appointed or promoted in the civil service since March 4, 1893, to undergo another competitive examination for their places and to receive no advantage over other applicants for the same positions.

Gen. Grosvenor says he received yesterday a letter from Indianapolis, in which the writer stated that he would soon forward a petition for the repeal of the law, signed by 25,000 people, and further, that no Representative would be elected to the Fifty-sixth Congress from Indiana who was not pledged to vote for the repeal of the law, if then in existence.

THE VOTE ON THE TREATY.

Senator Davis Quite Sure He Will Get It on Monday.

Chairman Davis, of the Foreign Relations Committee of the Senate, had an interview with the President yesterday morning concerning the treaty of arbitration which is now pending before the Senate. After Mr. Davis came from the President's room, he seemed to be very enthusiastic for the ratification of the Olney-Pauncefote convention.

"I will get a vote on the treaty Monday," said Senator Davis, "for know the reason why. This instrument of peace has been hanging fire long enough, and I think we ought to dispose of it one way or another. I feel confident that the requisite number of votes can be secured Monday to ratify it."

CAPITAL RAILWAY COMPANY.

District Commissioners Approve the Route.

The Commissioners yesterday issued an order approving the route of the Capital railway, as located, from the south end of the Anacostia Bridge along Monroe street to the southern terminus of the Anacostia Company's tracks, where the two roads join.

A. E. Kandle, president of the company, returned from New York yesterday. It is stated he has closed all contracts, including power plant, cars, etc., for the new line. Work will begin on the power house on Tuesday, the site selected has not yet been made known. Work on the underground electric system in the city will begin as soon as the material arrives from the factory, which will be shipped in the 24th instant. The Congress Heights portion of the route will be completed within two weeks. The power plant is ready for operation by May 23.

1 qt. Cal. or Oporto Port, made of 2-7-8 lbs. grape grapes—10 glasses of 4.6 oz. grape elements. 7-1-2 lbs. small-berran Norton grapes make 1 qt. Cal. Oporto. Xander's Va. Port (83 gal. 75c. qt.). twice diluted—25 glasses of 4.6 oz. grape elements.

Medical Conference Delegates.

President McKinley has delegated Surgeon General G. M. Sternberg, Deputy Surgeon General O. L. Huntington and Medical Director William K. Van Keppen to represent the Government at the international medical conference at Moscow. This conference will begin August 19 and last until August 28.

Movements of War Vessels.

The Navy Department was notified yesterday that the Cincinnati had sailed from Merine for Smyrna, and the Minneapolis had sailed from the same port for Syria. The Hancock arrived at Alexandria, Egypt, yesterday.

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CROCKER'S Shoes Shined Free—939 Pa. Ave.

Biggest 3-day Shoe Selling



— Yes, Thursday, Friday and Saturday represented the biggest 3 days' business since we opened in Washington. As big as it is, it is to be bigger. As a slight reciprocation for your patronage we are going to take you into partnership this week by giving you a part of the profits.

See Below:

A Dollar Saved

The coming week we will sell all of "H. S. & H.'s" Black Russel Shoes for men, in the oxford, derby and "baldie" toe which have been selling at \$4.98 at the reduced price of \$3.98.

\$3 Shoes, \$2.49. "H. S. & H.'s" Russel Shoes for men, in the "baldie" toe and "Napoleon" (sharp toe). These shoes this shoe would cost you \$3 anywhere. This week—\$2.49.

"Jenness Miller" Shoes.

More women are falling in love with "Jenness Miller" shoes every day. Every woman tells all her friends what a thoroughly comfortable, easy, soft and graceful shoe it is. "Jenness Miller" Oxfords in black and russet, \$4. High Shoes, \$5.

CROCKER'S, 939 PA. AVE.

Established 1886.

WE PROPOSE

To give every honest man and woman in Washington who wants a piece of JEWELRY just the thing they want and let them pay for it in the smallest kind of "dribbles." They'll think that the piece did not cost them anything at all.

We've Reduced Our Terms.

\$10 WORTH, \$1.00 Down, 50 cts Weekly.
\$15 WORTH, \$1.50 Down, 75 cts Weekly.
\$25 WORTH, \$2.50 Down, 75 cts Weekly.
\$50 WORTH, \$5.00 Down, \$1.00 Weekly.
\$75 WORTH, \$7.50 Down, \$1.50 Weekly.
\$100 WORTH, \$10.00 Down, \$2.00 Weekly.

Making buying easier than ever. We guarantee to give you only FIRST-CLASS DIAMONDS, WATCHES and JEWELRY, and we can show you that the price charged is 15 to 25 per cent less than the same piece would cost at any cash jeweler's.

Goods delivered on first payment—no security required—transactions always confidential.

CASTELBERG'S National Jewelry Co.

1103 Pa. Ave. Next Star Office.

Baltimore House, 108 N. E. Ave. St.

Views of Good Chief Joseph.

Red Man's Woes Began When Columbus Landed and Prayed.

Chief Joseph, of the Nez Percés, through his interpreter, had an interview with Acting Commissioner of Indian Affairs Thomas P. Smith yesterday. Joseph desires a pension of \$1,000 per year, lands in severity for 150 of his people, a sawmill and an industrial school.